

The anticipated private benefits include:

- For the Railroads:
  - Opportunities to gain significant additional traffic volume.
  - Low-cost, efficient rail and terminal capacity.
- For the auto manufacturers:
  - Enhanced access to both domestic and international intermodal freight transportation systems.
  - Efficient service based on equal access for all Southeastern Michigan Class I rail carriers.
- For other shippers/receivers in Southeastern Michigan:
  - Improved intermodal freight access to the 8th largest metropolitan area in the United States.
  - A greater range of freight transportation service options.

If nothing were done, on the other hand, the railroads would likely pursue developments to accommodate their needs which may involve less consideration of community/environmental issues as compared to situations in which government is involved. And, if nothing were done, shippers will move traffic directly by truck to other gateways in ever-growing amounts (e.g. Chicago, Cincinnati, Toledo) with negative environmental and economic consequences for the Greater Detroit Area.

The goal of this Feasibility Study is to facilitate the project goal by:

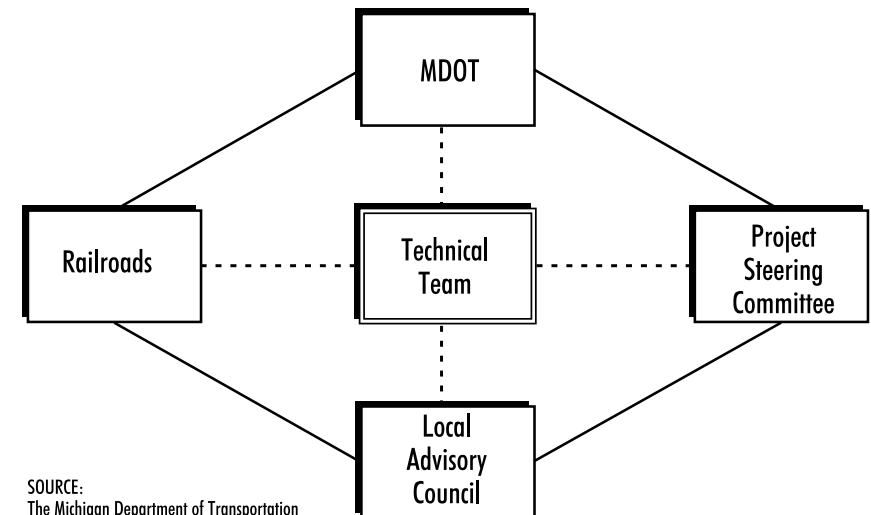
- Identifying the footprint, and requirements for right-of-way, and/or ancillary railway facilities, for the Intermodal Freight Terminal under several growth scenarios;

- Identifying practical alternatives for highway access to these alternative scenarios for the Intermodal Freight Terminal; and,
- Identifying potential environmental impacts of the project, and where possible and through continuing analysis, proposing methods to avoid and/or minimize these impacts.

## Organization

The organization guiding the Detroit Intermodal Freight Terminal Project is illustrated on Figure S-3. The roles of each participant are as follows:

Figure S-3  
Detroit Intermodal Freight Terminal Project  
Project Organization



SOURCE:  
The Michigan Department of Transportation

Michigan Department of Transportation – Contracting agency for the study. Has ultimate responsibility for making study recommendations to the Governor. Has responsibility for implementing study results.

Project Steering Committee – Comprised of MDOT, City of Detroit, Wayne County, City of Dearborn, SEMCOG, Federal Highway Administration, Detroit Economic Growth Corporation, DaimlerChrysler Corporation, Ford Motor Company, General Motors Corporation, Arbor Vista Transportation Consultants. Provides monthly guidance of project. Meetings are open to the public.

Local Advisory Council – Comprised of individuals representing themselves and groups from the study area such as Alliance Shippers, Inc., Barge Transit, Boniface Community Center, The Canadian Transit Company, Centra Inc., Corktown Citizens District Council, Detroit Chamber of Commerce, Detroit International Bridge Company, Detroit Police Department, Hispanic Business Alliance, Hubbard-Richard Citizens District Council, Latino Family Services, Michigan Environmental Council, Mt. Zion MBS/Moses, The O-J Group, Southwest Detroit Business Association, Southwest Detroit Coalition, U.S. Customs Ambassador Bridge Station, and others.

Receives project reports prior to discussions at public meetings. Provides regular input to course of project including evaluation of highway access alternatives. Meetings are open to the public.

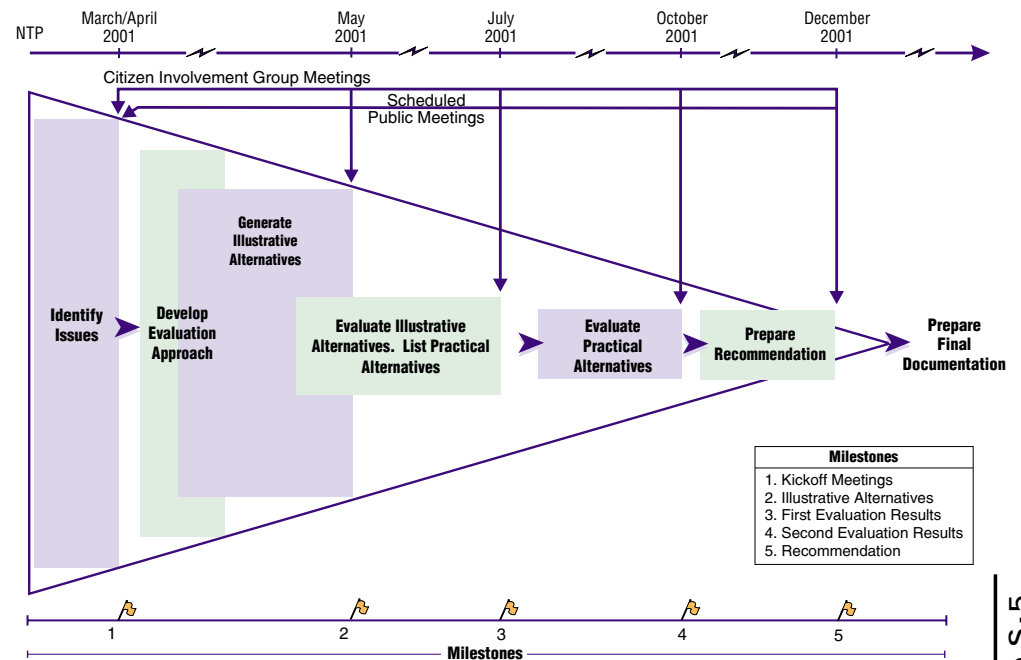
Railroads – Comprised of Burlington Northern Santa Fe, Canadian National Railway, Canadian Pacific Railway, CSX Transportation, Norfolk Southern Corp., and Union Pacific Railroad. Review, as appropriate, products of project. Develop intermodal terminals, construct appropriate rail connections and provide intermodal transportation service.

Technical Team – Comprised of a technical representative of each government agency represented on Project Steering Committee. Meets monthly to review/direct work of consulting Team, The Corradino Group, et al.

## Schedule

The Feasibility Study is viewed as a process where, at the outset, many options are examined across a broad background of data to help narrow the focus to a fewer number of alternatives that have greater potential to work (Figure S-4). The process then increases the depth of analysis on these fewer alternatives, again moving toward defining those more likely to be implemented. This narrowing process continues until a point when, if improvements are ultimately found to be feasible, a separate environmental study is performed to determine if federal clearance can be achieved.

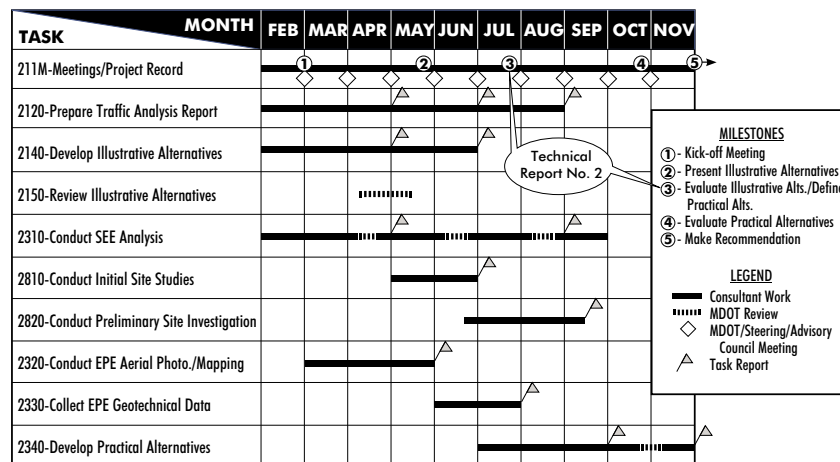
Figure S-4  
Feasibility Study Process



Source: The Corradino Group of Michigan, Inc.

The Feasibility Study phase of the DIFT Project is scheduled to take ten months beginning in early February and ending by early December 2001 (Figure S-5). In March, and then again in April, the MDOT/consultant team presented the project to the public. Meetings have been and continue to be held with individuals and small groups, all with the intent of introducing the project and gathering information on concerns/needs associated with intermodal activity now and in the future. This information, combined with guidance provided by members of the project's Local Advisory Council, Technical Team and Steering Committee, allowed Technical Report No. 1 to be prepared. It defined the Illustrative Alternatives, i.e., concepts associated with the Detroit Intermodal Freight Terminal Project. These concepts were presented to the public in the latter part of May to gather further input so the alternatives could be refined, and eight evaluation criteria rated by the public, the Local Advisory Council and the Technical Team. Based on that input, the Illustrative Alternatives were refined and evaluated. The evaluation data and results are presented in this Summary.

Figure S-5  
Detroit Intermodal Freight Terminal Project  
Schedule for Feasibility Study Phase



SOURCE: The Corradino Group

## Illustrative Alternatives

Alternatives to be examined in the project include both rail yard/railroad strategies and highway improvements that respond to and influence each other. The baseline rail strategy assumes activity will be contained on the existing property (about 500 acres, i.e., the property in red on Figure S-1). All four Class I railroads are expected to conduct intermodal operations using five gates (A through E) (Figure S-6). But, not all intermodal traffic will be accommodated within this area as other terminals will remain in operation outside the project area. Other rail strategies assume expansion of the rail property, with government's assistance. The maximum to be added is shown on Figure S-1 (i.e., the area in green). Under this scenario, the rail property will be served by nine gates (A through I) (Figure S-6). This assumes the continuation of the Vernor Yard behind the Michigan Central Depot, the use of the Cadillac-Clark Street property, and the expansion of the Detroit-Livernois Yard. While the exact expansion of the Detroit-Livernois Yard is not yet known, Figure S-1 defines an area sufficiently large (about 1,175 acres, i.e., the property in green) to accommodate the growth in intermodal traffic plus a buffer between the terminal complex and adjoining land uses. This large area, while likely more than needed, allows the maximum impact of the proposed intermodal facility to be evaluated.

## Rail Strategies

The Detroit Intermodal Freight Terminal will consist of several terminals located adjacent to one another in southwest Detroit. These alternative strategies include: 1) Baseline or no action, defined as use of no federal funding for terminal development; 2) terminal development within existing railroad properties using federal funding; and, 3) terminal development using federal funding on both existing railroad properties and additional adjacent property to be acquired. The three basic alternative strategies are defined below.